

UPPER MERION TRANSPORTATION AUTHORITY
September 10, 2014

The members of the Upper Merion Transportation Authority met for their regularly scheduled meeting on Wednesday, September 10, 2014 in the Township Building, 175 West Valley Forge Road, King of Prussia, PA. The meeting was called to order at 7:00 p.m. and commenced with the pledge of allegiance.

ATTENDANCE

Michael Santillo, Chairman
Louis Zotti, Vice-Chairman
Marvin Meneeley, Treasurer
Tom Kohler, Assistant Secretary/Treasurer
David G. Kraynik, Township Manager
Nicholas Hiriak, Director of Finance
Edward J. O'Brien, Director of Public Works
Greg Phillips, Supervisor Liaison (via telephone)
Jack Smyth, Jr., P.E., Consulting Engineers, Boles Smyth Associates, Inc., (BSA)
Joseph Pizonka, Esq., Pizonka, Reilley, Bello & McGrory, P.C
Rita Ann Pfeiffer, Recording Secretary

MEETING MINUTES APPROVAL:

It was moved by Mr. Meneeley, seconded by Mr. Kohler, all voting "Aye" to approve the meeting minutes of August 13, 2014 as submitted. None opposed. Motion approved 4-0.

CHAIRMAN'S COMMENTS: Mr. Santillo commented regarding signatories on state contracts and said there are always two signatures [Chairman and Executive Secretary] and in the absence of the Chairman it would be the Vice-Chairman's signature.

Public Hearing for comment on the Township's Act 209 Study to Discuss the Roadway Sufficiency Analysis Required Under Act 209 performed by Penonni Associates.

Mr. Joseph Pizonka, Solicitor, opened the hearing to consider and discuss the findings of Penonni Associates and invite public comment on the Roadway Sufficiency Analysis and Capital Improvements Plan required under Act 209. He then turned the hearing over to Brian Keaveney, representing Penonni Associates.

Mr. Brian Keaveney, Penonni Associates, discussed the Capital Improvement Plan (CIP) during a PowerPoint presentation. He noted the draft document has been available at the front desk of the Township Building for public review for the past two weeks and to date he has not received any public comment.

Mr. Keaveney indicated subsequent to this hearing there would be a recommendation from the Transportation Authority to the Board of Supervisors to adopt the CIP through approval of an ordinance by the Board of Supervisors to establish the new Transportation Impact Fee for incoming development. As with any ordinance, advertisements would be published in accordance with appropriate legal requirements.

Mr. Pizonka noted for the record that this hearing was duly advertised on August 20, 2014 and August 27, 2014.

Mr. Keaveney pointed out the Act 209 process involves three documents: (1) Land Use Assumptions Report, (2) Roadway Sufficiency Analysis and (3) the Capital Improvement Plan:

Lane Use Assumptions – is a compendium of what the township believes is likely to develop over the next ten year horizon and the resulting vehicle trips that will be generated by that development.

Roadway Sufficiency Analysis – is a detailed study of what traffic impact development will have on the area's roadway network and defines what improvements will be necessary if no development took place in ten years, and what improvements would be required if this development did take place over ten years. The difference in that cost forms the basis of the Impact Fee.

Capital Improvement Plan – is a listing of all the necessary improvements at each study intersection along with the associated costs and a breakdown of how those costs are shared. Through the Transportation Authority, the township bears the burden of addressing specific traffic needs resulting from development and expending traffic impact fees for the betterment of the Township's roadway infrastructure system.

Utilizing an aerial figure, Mr. Keaveney pointed out the overall Transportation Service Area boundaries and the areas of anticipated traffic growth in the next ten year horizon. This document was prepared by the township planning staff with input by the Act 209 Committee and was previously accepted by both the Transportation Authority and Board of Supervisors. Mr. Keaveney stated there has not been any change to the recommended improvements previously described several months ago.

Mr. Keaveney described the process followed in updating the cost estimates and cost sharing percentages. Thirty (30) intersections were studied which included a mixture of state and township roads. The Land Use Assumptions and Roadway Sufficiency Analysis anticipates a potential total development over the next ten year horizon of approximately 892 residential housing units, 1.6 million square feet of general office space and approximately 824,500 square feet of retail or shopping center space. This factors into the anticipated trip generation to yield a net increase of 5,524 new trips during the average weekday PM peak hour. That will be the future basis of any new impact fee that is assessed to an incoming development.

Mr. Keaveney summarized that all the proposed 10 year improvements are contained in Table 14 of the Capital Improvement Plan document. Each intersection is broken out separately with the improvements needed to handle the ten year horizon without development and the improvements needed to handle the ten year horizon with development. The incremental cost is broken down by the number of trips (Section E of the Transportation Capital Improvement Plan). The total amount of dollars attributable to new development is \$20,015,532.35 divided by the anticipated trip generation of 5,524 trips results in an impact fee of \$3,623.38 for every incoming trip. Upon passage of the new ordinance by the Board of Supervisors, the Transportation Authority will assess future development trips \$3,623.38 until the Act 209 document is reassessed.

Mr. Zotti asked if he is correct in reading that the \$3,623 figure would be across the board – residential, business, retail. Mr. Keaveney indicated that is correct.

Mr. Zotti asked if it is just times the number of trips and the residential would be a single trip. Mr. Keaveney responded, "on average" and the number of trips will continue to be determined through the current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manuals. He

said there is a certain economy of scale; a larger residential development would fall slightly below 1 per residential unit.

Mr. Zotti provided the scenario of a developer building 20 houses. Mr. Keaveney said for that small a development it would probably be 20 times the number.

Mr. Zotti noted there would be a sliding scale as it gets larger. Mr. Keaveney agreed and said generally with all trip generation there is a sliding scale and as the size increases there is a slight decrease in the rate.

Mr. Zotti asked if that applies for both retail, industrial and business in general. Mr. Keaveney responded in the affirmative. He pointed out for purposes of this analysis they used average rates which are linear and it is justifiable to use an average rate as the trips are calculated as they come in and will be subject to the Authority approval as each development is considered individually.

Mr. Keaveney reiterated this Land Use Assumptions report is an "assumptions report" and is a dynamic document. It is anticipated the actual development that comes would be slightly different than what has been assumed. It is recommended that the CIP be updated every two to five years depending on development activity in the township. Projects that have been completed will be removed and the rest of the costs recalculated and if there is more development coming in and there is a need identified for more improvements the document will reflect this in the updated version. There is no requirement as to how often it should be updated and would be subject to the judgment of the Township and Authority. Mr. Smyth pointed out the impact fee itself stays at \$3,623 and does not escalate because escalation has already been taken into account on the project costs. Mr. Keaveney agreed and said each individual project has an anticipated date of completion and that has been factored in with an anticipated inflation amount to that date.

Mr. Pizonka opened the floor for any further Authority or public comment, and hearing none he indicated the public hearing has concluded and the Resolution [2014-05] is in a position for consideration by the Transportation Authority.

Authority Action:

It was moved by Mr. Meneeley, seconded by Mr. Kohler, to adjourn the hearing and move into the regular meeting portion of the agenda. None opposed. Motion approved 4-0.

NEW BUSINESS

Resolution 2014-05, a Resolution approving the Roadway Sufficiency Analysis performed in connection with the proposed Amendment of the Highway/Traffic Capital Improvement Assessment in Accordance with the Provisions of Act 209 of 1990

Authority Action:

It was moved by Mr. Kohler, seconded by Mr. Zotti, all voting "Aye" to approve Resolution 2014-05 as submitted. None opposed. Motion approved 4-0.

Mr. Kraynik stated Mr. Keaveney will make a similar presentation on the Roadway Sufficiency Analysis and Capital Improvement Plan at a Board of Supervisors workshop scheduled for October 9th at which time the supervisors will be informed of Resolution 2014-05 approved by the Authority at

this meeting. He anticipates the Board of Supervisors would subsequently schedule as soon as possible thereafter at the next Business Meeting the consideration of the enabling Transportation Impact Fee Ordinance.

Resolution 2014-06, Authorization for Executive Secretary to enter into a reimbursable contract, on behalf of the Authority, for the SR 0023 Rapid Flashing Beacon Project.

Mr. Smyth stated this Resolution authorizes that the Authority has signatory power outside of the meeting to enter into the contract with J. D. Eckman for the Rapid Flashing Beacon work at Sullivan's Trail. It is a 100% reimbursable contract with the National Park Service.

Authority Action:

It was moved by Mr. Zotti, seconded by Mr. Meneeley, all voting "Aye" to approve Resolution 2014-06 as submitted. None opposed. Motion approved 4-0.

Resolution 2014-07, for Execution of Supplement to the General Reimbursement Agreement for the East Church Road over SEPTA Route 100 (Norristown High Speed Line), MPMS #16396, for Final Design Cost Reimbursement

Mr. Smyth stated this is an administrative Resolution required to enter into a reimbursement agreement for the above project. Once the reimbursement agreement is executed the Consultant Agreement will be finalized within the following 30 days.

Authority Action:

It was moved by Mr. Kohler, seconded by Mr. Meneeley, all voting "Aye" to approve Resolution 2014-07 as submitted. None opposed. Motion approved 4-0.

EXECUTIVE SECRETARY'S REPORT

Chester Valley Trail Update along Hansen Access Road

Mr. Kraynik indicated he and Jack Smyth met with the County a couple of weeks ago as they further their design of the trail through the township. An area of particular focus is along Hansen Access Road. The preferred option is to align the new trail between the roadway and the Pennsylvania Turnpike Right-of-Way fence. However, to maintain the Township minimum standard 30 foot roadway width to allow for one lane in each direction and parking on one side, constructing the trail in this preferred area will require a major re-establishment/widening of Hansen Access Road and may be impacted by future construction of the potential Henderson Road turnpike interchange. Therefore, another option is being developed to run the trail along Hansen Access on the other side of Hansen Access opposite the Turnpike where there are properties/driveways but the width of the roadway and the frontage of the properties are more generous. The County will come up with some designs shortly which will then be proposed to the Authority.

Mr. Zotti asked about the turnpike slip ramp. Mr. Smyth responded Montgomery County has been under contract with the Chester Valley Trail prime consultant Arora for a few years, but when negotiations fell through for Required Right-of-Way with the PA Turnpike Commission, the County brought Boles Smyth on board as a sub-consultant to Arora to determine design options.

Mr. Zotti asked if someone is looking at right-of-way requirements for the slip ramps. Mr. Smyth responded in the affirmative. He said the County is championing the turnpike concepts and will ensure compatibility between the new trail and the new interchange. BSA has been charged with

developing the options described above, taking into account the design of the Henderson Road interchange concept as it is currently configured.

Mr. Kohler commented since he also serves on the Montgomery County Transportation Authority which handles many of the right-of-way acquisitions he will relay the progress made in obtaining the easements and right-of-way.

Pennsylvania Turnpike Corridor Reinvestment Study

Mr. Kraynik reported that he and Jack Smyth met with Leo Bagley, Montgomery County's lead transportation planner. DVRPC's traffic counts on future projections indicate there will be sufficient trips to support the improvements to the interchanges and the revenue to pay for them. A delegation will be formed consisting of elected officials, staff, and Transportation Authority members from all the municipalities in the county with interchanges to meet with the Turnpike Commission Board in Harrisburg. There is much optimism about the future prospects for this project.

Mr. Smyth reported a meeting was held today where DVRPC presented the scenarios if all the interchanges were built together or built individually and what the traffic impacts would be. Additional meetings will be held with the Secretary of Transportation to move the plan forward.

Citizen Board Luncheon Reminder

Mr. Kraynik reminded the Authority members of the Citizen Board Luncheon to be held on October 5 at Maggiano's.

ENGINEER'S REPORT

Multi-Use Trail Bridge over the Schuylkill River (SR 3051 Section C22) – Construction Phase

Construction activities for Sullivan's Trail have picked up over the last month. Piles are being installed on the Schuylkill River Trail Bridge on the West Norriton side. The temporary signal is in place for this work effort. All permits have been received so that J.D. Eckman can switch their staging and do the Upper Merion side of the river first for the main bridge over the Schuylkill River. Six different approvals were necessary, but they were all received during the window of time to get work done in the river before the October 15th deadline for red belly turtle restrictions.

Relocated North Gulph Road, SR 0023

Meeting has been scheduled for September 19th with the National Park Service to discuss project details and begin coordination on issues requiring National Park Service concurrence (i.e., abandonment of existing road bed).

Mr. Zotti asked for additional clarification about the meeting, and Mr. Smyth described the issue with utility easements that must be considered.

Church Road Bridge Over SEPTA Route 100 Line

The Resolution was approved at this meeting for the reimbursement agreement for the Supplement. Over the course of the next 30 days paperwork will follow for the Consultant Agreement and that will get things underway again. The Transportation Improvement Program (TIP) for Fiscal Year 2015 has the Church Road Bridge scheduled for 2016 dollars. The let date for the Church Road Bridge would be October 2015 in getting the bids back from the contractors. The critical path will be the culvert itself. The Type, Size and Location goes first which allows for the borings and the foundation report to be done which then allows for the Final Structure Plan. Progress meetings will be held with Gannett Fleming with appropriate follow thru during the review process.

Community Center

Coordinated with Jerry Reidy, appraiser from Rowan Associates, to provide updated Plot Plans for his use in preparing appraisals for property owners. One of the appraisals had to be revised because of incorrect assumptions.

Mr. Philips asked for clarification about the temporary construction easement. Mr. Smyth responded he performed a subsequent stakeout for both property owners and looked at this from a different perspective, and discussed with PennDOT, which resulted in the redesign taking zero from the Reinhardt's and a significant reduction on the Irvin property. Mr. Smyth noted there are two other corners (northeast and southeast side) requiring temporary construction easements.

Coordination has begun with Peco with regard to utility pole relocation. With regard to the Highway Occupancy Permit plans, there is an in-house constructability review on Friday in order to get the Traffic Signal Plan to Chaz DeVitis for review. After receiving direction from Mr. DeVitis, permit plans will then be submitted at the end of following week for review by PennDOT. Concurrent with PennDOT reviews BSA will be updating the estimate and compiling bid documents.

Mr. Philips asked for an update on the Prince Frederick project. Mr. Smyth responded this would be a function of the Act 209. Once revenue has started to come in from Act 209 it can be dedicated towards Prince Frederick after the Authority reviews and prioritizes other projects.

SOLICITOR'S REPORT

No report.

FINANCIAL REPORT

Mr. Hiriak provided the financial reports for August 2014. Reimbursement #2 received from the National Park Service via the new online system which is now working very well. Work now commencing on the 2015 budget with a first draft to be presented at next month's Authority meeting.

REQUISITIONS – September 10, 2014

Boles, Smyth Assoc., Inc.	\$ 25,920.32	Multi-Use Trail Bridge Over the Schuylkill River SR 351, Section C22 (Part III – Construction) 6-1-14 thru 6-30-14, INVOICE #4
Boles, Smyth Assoc., Inc.	\$ 7,348.40	Multi-Use Trail Connection On Port Kennedy Road, SR 0023, Section RFB, INVOICE #2
Boles, Smyth Assoc., Inc.	\$ 10,128.21	Multi-Use Trail Bridge Over the Schuylkill River SR 3051, Section C22 (Part III – Construction), INVOICE #5
Boles, Smyth Assoc., Inc.	\$ 1,210.01	Local Agree. No. 064129-E, East Church Road Bridge Replacement Over SEPTA, INVOICE #16
Boles, Smyth Assoc., Inc.	\$ 14,047.50	Upper Merion Community Center Roadway Improve., INVOICE #5
Upper Merion Township	\$ 198.88	Reimburse Upper Merion Twp. for 2014 Iron Mountain bill
Pizonka, Reilley, Bello, & McGrory	\$ 783.00	Professional Services 8/5/14 to 8/29/14, INVOICE #31431

Upper Merion Township	\$ 481.19	Reimburse Upper Merion Township Audit Notice in Times Herald, INVOICE #: 00230221
The Times Herald	\$ 190.84	Legal Notice for Act 209 Hearing on 9/10/14, Published 8/20/14 and 8/27/14, INVOICE#: 00230512
TOTAL:	\$34,189.15	

Authority Action:

It was moved by Mr. Meneeley, seconded by Mr. Zotti, all voting "Aye" to approve the September 2014 requisitions in the amount of \$34,189.15. None opposed. Motion approved 4-0.

ADDITIONAL BUSINESS

PIB Loan Payment

Mr. Hiriak stated along with the foregoing requisitions, an amortization schedule for the PIB loan was distributed to Authority members. He noted payment #2 in the amount of \$382,000 which was due on August 29th. There are eight more payments and asked that payment #2 be ratified by the Authority for the record to document the payment that was made.

Authority Action:

It was moved by Mr. Kohler, seconded by Mr. Meneeley, all voting "Aye" to ratify the payment of \$382,053.44 for payment #2 on the PIB loan. None opposed. Motion approved 4-0.

Signal at Village Drive

Mr. Kohler indicated a complaint was received in Representative Briggs' office regarding the signal at Village Drive in the vicinity of the off-ramp coming off the turnpike at the Wegman's shopping center. Upon contacting PennDOT, they were not aware of the background for the left turn prohibition. Mr. Kraynik indicated he would have staff check the Signal Permit for that intersection and see exactly what was approved and what should be out there. Mr. Smyth commented that is a good point since sometimes what it says on the signal permit does not get built. Mr. Kohler stated since a lane was built for a left turn it could just be a temporary prohibition. He expressed concern about making lefts which would be a new way into the Mall from the turnpike. There would be a lot more cars, especially in December getting off at that point instead of getting onto US 202 and that would cause a backup at the light at Warner.

Beidler Road Paving

Mr. Zotti asked about the paving at Beidler Road. Mr. Kohler indicated that was done by PennDOT.

ADJOURNMENT

There being no further business to come before the Authority, the meeting adjourned at 7:50 p.m.

DAVID G. KRAYNIK
EXECUTIVE SECRETARY

MICHAEL SANTILLO
CHAIRPERSON

Minutes Approved:
Minutes Entered: